

San Luis Obispo County

Department of Public Works & Transportation



2014 Public Improvement Standards

(STANDARD DETAILS ONLY)

Available Online at:
<http://www.slocounty.ca.gov/PW/DevServ/PublicImprovementStandards.htm>

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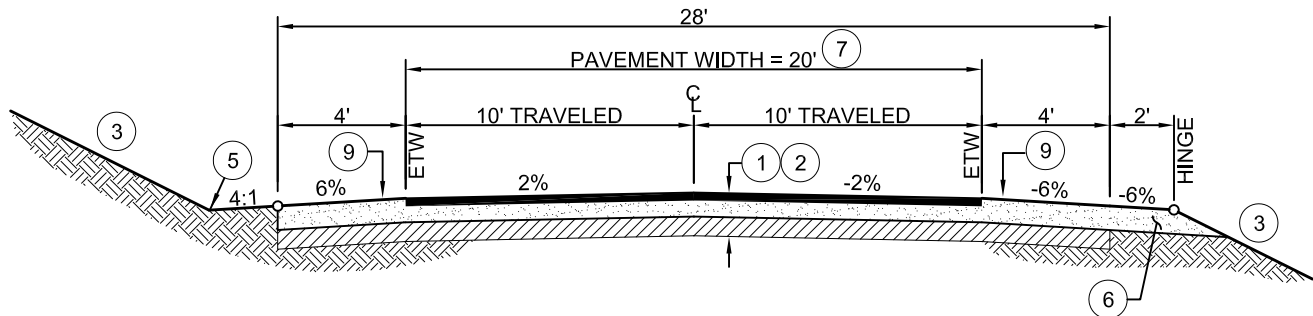
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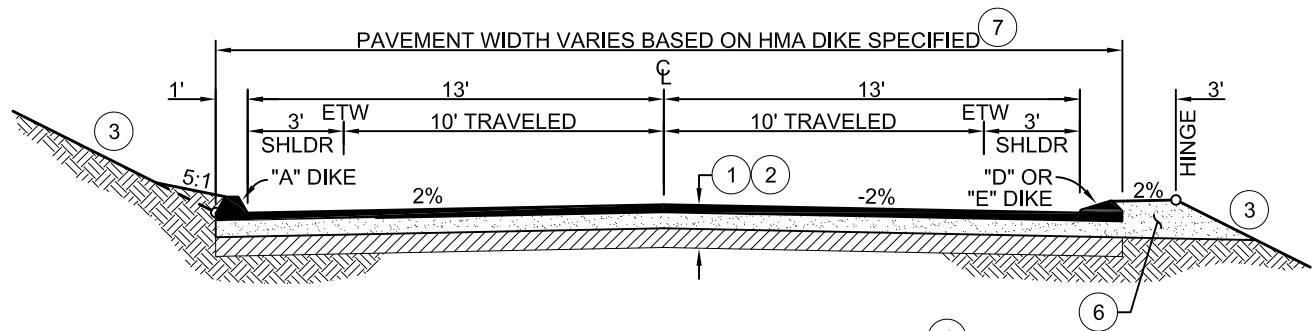
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Revisions

Description	Approved	Date	Description	Approved	Date
NOTE 7	REM	NOV 07	NOTE 9		MAY 14
REPLACE AC WITH HMA, NOTE 4	GDM	JAN 11			



I: WHERE HMA DIKE IS NOT REQUIRED



II: WHERE HMA DIKE IS REQUIRED

NOTES:

1. THE STRUCTURAL ROAD SECTION SHALL BE DETERMINED AT THE TIME OF CONSTRUCTION BASED ON THE SUBGRADE R-VALUE AND THE TRAFFIC INDEX (TI) AS PROVIDED BY THE DEPARTMENT, AND IN NO CASE SHALL THE ZONE OF COMPACTION BE LESS THAN 2.5-FEET IN THICKNESS. THE ROAD SECTION SHALL BE APPROVED BY THE DEPARTMENT PRIOR TO CONSTRUCTION.
2. TYPICAL SECTION SHALL BE:
 ■ HOT MIX ASPHALT (HMA) PER THE DESIGN STANDARDS TO 95% RELATIVE COMPACTION, OVER
 ■ CLASS II AGGREGATE BASE TO 95% RELATIVE COMPACTION, OVER
 ■ 12" MINIMUM SUBGRADE TO 95% RELATIVE COMPACTION
3. CUT AND FILL SLOPES SHALL NOT EXCEED 2 HORIZONTAL:1 VERTICAL (OR 3h:1v IN NATIVE SAND) WITHOUT PRIOR APPROVAL BY THE DEPARTMENT.
4. HMA DIKE REQUIREMENTS PER C-3.
5. THE PROJECT ENGINEER SHALL ACCOMMODATE FOR ROADSIDE DRAINAGE SUCH THAT IT DOES NOT ERODE THE AGGREGATE SHOULDER. THE SIDE SLOPE OF ANY DRAINAGE SWALE DIRECTLY ADJACENT TO THE EDGE OF ROADWAY SHALL NOT EXCEED 4h:1v. DESIGN AND CONSTRUCTION SHALL BE TO THE SATISFACTION OF THE DEPARTMENT.
6. THE AGGREGATE BASE MATERIAL SHALL EXTEND TO THE EDGE OF THE FILL SLOPE (CHOKER) TO ALLOW FOR STRUCTURAL ROAD SECTION DRAINAGE.
7. ADDITIONAL WIDTH SHALL BE PROVIDED WHERE TURN AND/OR BICYCLE LANES ARE REQUIRED BY THE DESIGN STANDARDS.
8. A STRIPING AND SIGNAGE PLAN SHALL BE REQUIRED BY THE DEPARTMENT WHEN BIKE LANES, NO PARKING ZONES, SIGNAGE, AND PAVEMENT MARKINGS ARE A REQUIRED COMPONENT OF THE IMPROVEMENTS.
9. UNPAVED SHOULDER WIDTH MAY BE REDUCED BY 2 FEET WITH APPROVAL BY DEPARTMENT.

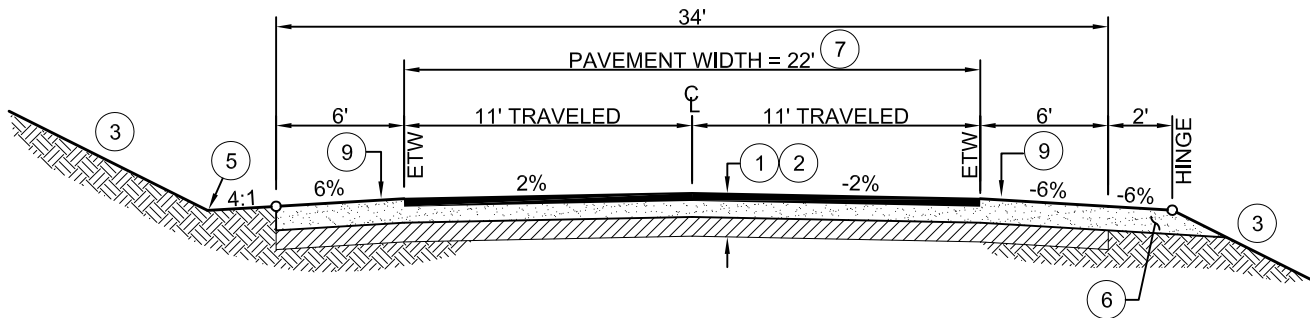


DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION TYPICAL RURAL ROAD SECTION LESS THAN 400 FUTURE ADT

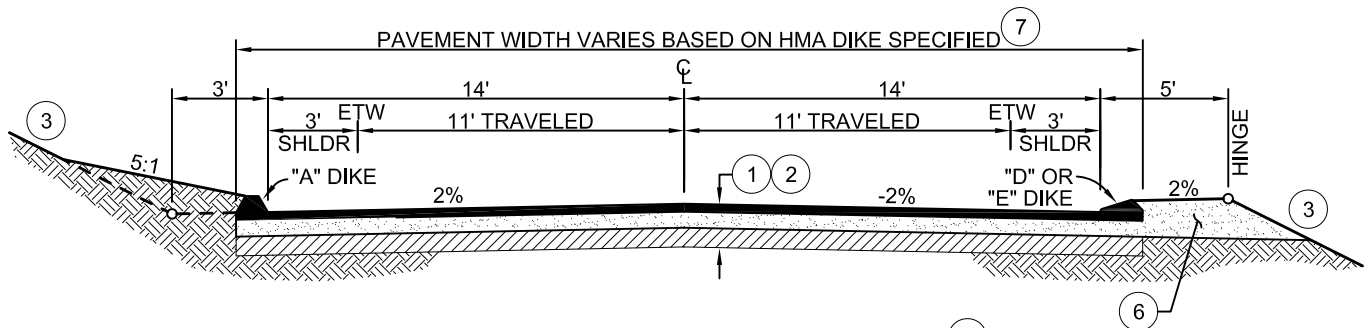
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Revisions

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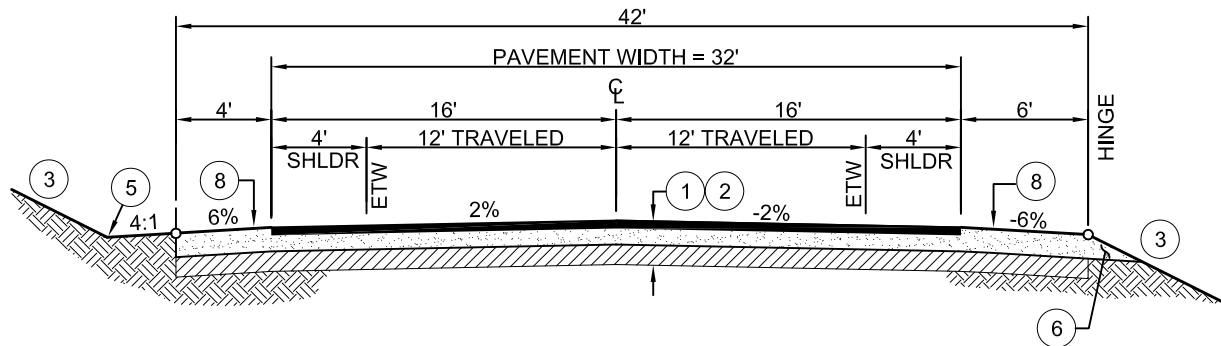


DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION TYPICAL RURAL ROAD SECTION 401 TO 1000 FUTURE ADT

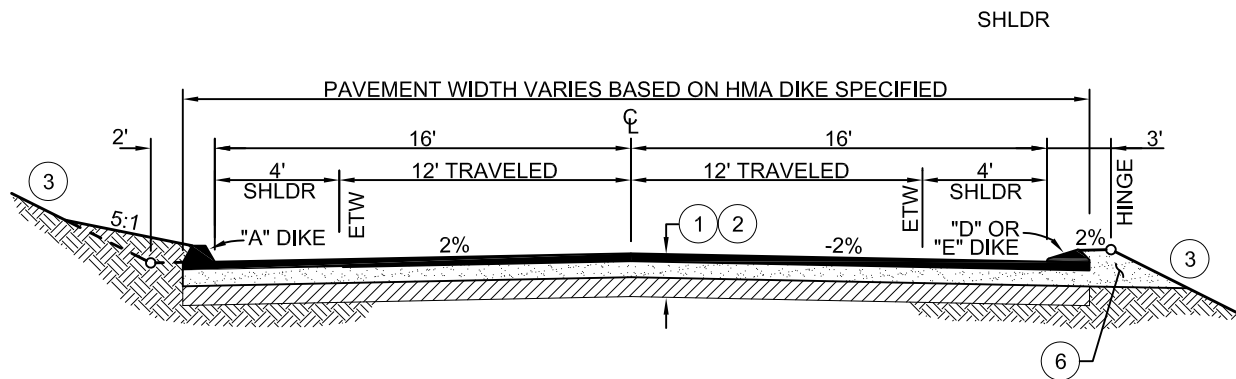
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Revisions

Description	Approved	Date	Description	Approved	Date
CHANGE 6,000 TO 5,000 FUTURE ADT	REM	NOV 07	CHANGE FUTURE ADT RANGE, NOTE 8, SHLDR DIMS		MAY 14
REPLACE AC WITH HMA, NOTE 4, 3' MIN. TO HINGE	GDM	JAN 11			



I: WHERE HMA DIKE IS NOT REQUIRED



II: WHERE HMA DIKE IS REQUIRED⁴

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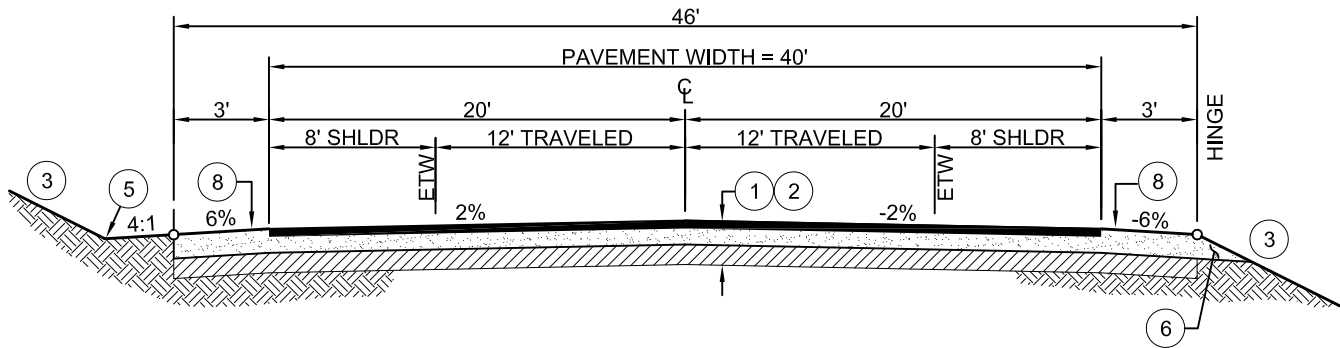


DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION TYPICAL RURAL ROAD SECTION 1001 TO 6000 FUTURE ADT

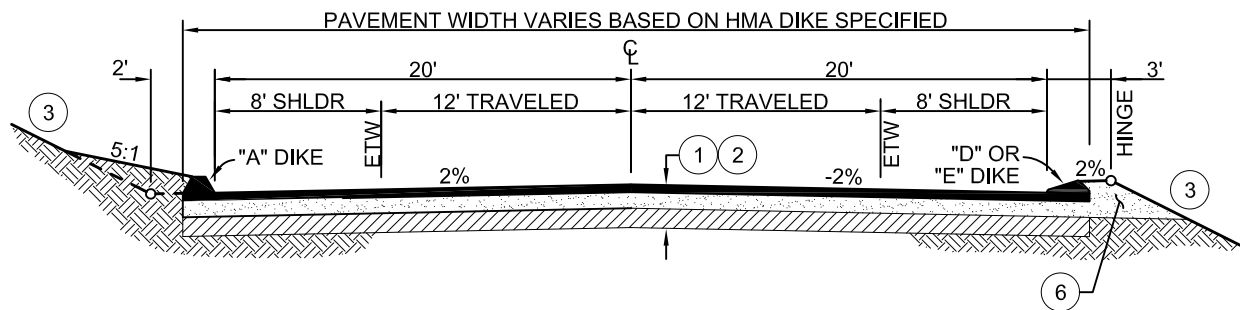
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Revisions

Description	Approved	Date	Description	Approved	Date
CHANGE 6,000 TO 5,000 FUTURE ADT	REM	NOV 07	ADT RANGE, NOTE 8		MAY 14
REPLACE AC WITH HMA, NOTE 4, 3' MIN. TO HINGE	GDM	JAN 11			



I: WHERE HMA DIKE IS NOT REQUIRED



II: WHERE HMA DIKE IS REQUIRED⁴

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 - ▨ CLASS II AGGREGATE BASE TO 95% RELATIVE COMPACTION, OVER
 - ▩ 12" MINIMUM SUBGRADE TO 95% RELATIVE COMPACTION
3. CUT AND FILL SLOPES SHALL NOT EXCEED 2 HORIZONTAL:1 VERTICAL (OR 3h:1v IN NATIVE SAND) WITHOUT PRIOR APPROVAL BY THE DEPARTMENT.
4. HMA DIKE REQUIREMENTS PER C-3.
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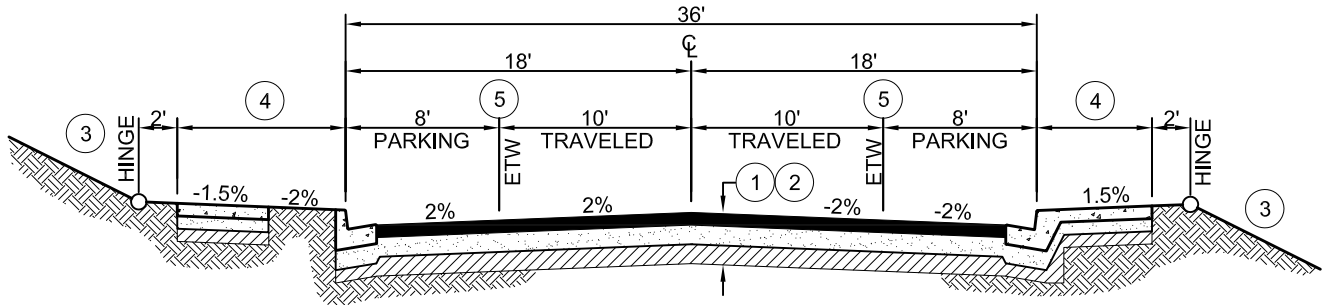


DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION TYPICAL RURAL ROAD SECTION OVER 6000 FUTURE ADT

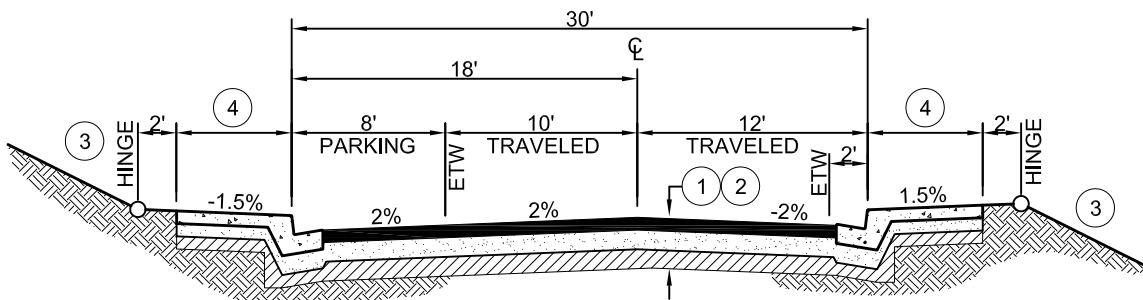
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Revisions

Description	Approved	Date	Description	Approved	Date
NOTE 5	REM	NOV 07	FUTURE ADT		MAY 14
REPLACE AC WITH HMA	GDM	JAN 11			



I: LESS THAN 500 FUTURE ADT-FLAT & ROLLING



II: LESS THAN 500 FUTURE ADT-MOUNTAINOUS

NOTES:

1. THE STRUCTURAL ROAD SECTION SHALL BE DETERMINED AT THE TIME OF CONSTRUCTION BASED ON THE SUBGRADE R-VALUE AND THE TRAFFIC INDEX (TI) AS PROVIDED BY THE DEPARTMENT, AND IN NO CASE SHALL THE ZONE OF COMPACTION BE LESS THAN 2.5-FEET IN THICKNESS. THE ROAD SECTION SHALL BE APPROVED BY THE DEPARTMENT PRIOR TO CONSTRUCTION.
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 - CLASS II AGGREGATE BASE TO 95% RELATIVE COMPACTION, OVER
 - 12" MINIMUM SUBGRADE TO 95% RELATIVE COMPACTION
 SUBGRADE AND AGGREGATE BASE COMPACTION REQUIREMENTS SHALL EXTEND TO THE BACK OF CURB OR TO THE BACK OF ATTACHED SIDEWALK (WHICHEVER CONDITION IS APPLICABLE).
3. CUT AND FILL SLOPES SHALL NOT EXCEED 2 HORIZONTAL:1 VERTICAL (OR 3h:1v IN NATIVE SAND) WITHOUT PRIOR APPROVAL BY THE DEPARTMENT.
4. ATTACHED OR DETACHED SIDEWALK TYPE AND WIDTH PER STANDARD DRAWING C-4 OR AS REQUIRED BY THE PROJECT CONDITIONS OF APPROVAL OR AREA SPECIFIC PLAN.
5. ADDITIONAL WIDTH SHALL BE PROVIDED WHERE TURN AND/OR BICYCLE LANES ARE REQUIRED BY THE DESIGN STANDARDS.
6. OTHER FACILITIES SUCH AS LANDSCAPING, TRANSIT STOP FACILITIES, PEDESTRIAN, EQUESTRIAN, AND BICYCLE FACILITIES MAY BE REQUIRED BY THE DESIGN STANDARDS.
7. LANDSCAPE, IRRIGATION, AND MAINTENANCE OF MEDIANS AND PARKWAYS SHALL BE ADDRESSED IN THE APPROVED PROJECT PLANS. A LOCAL FUNDING SOURCE MUST BE IDENTIFIED.
8. WHERE APPLICABLE, ALL IMPROVEMENTS SHALL BE CONSISTENT WITH THE RESPECTIVE COMMUNITY DESIGN PLAN AS ADOPTED BY THE BOARD OF SUPERVISORS.
9. A STRIPING AND SIGNAGE PLAN SHALL BE REQUIRED BY THE DEPARTMENT WHEN BIKE LANES, NO PARKING ZONES, SIGNAGE, AND PAVEMENT MARKINGS ARE A REQUIRED COMPONENT OF THE IMPROVEMENTS.

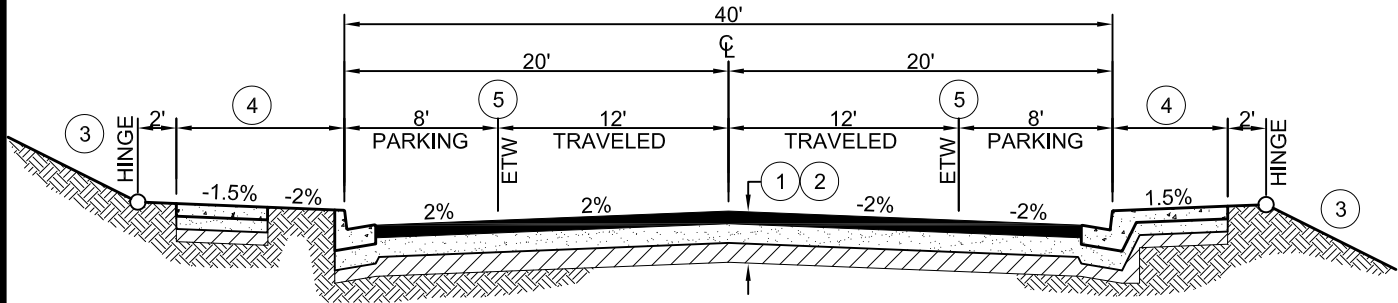


DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION TYPICAL URBAN STREET SECTION LESS THAN 500 FUTURE ADT

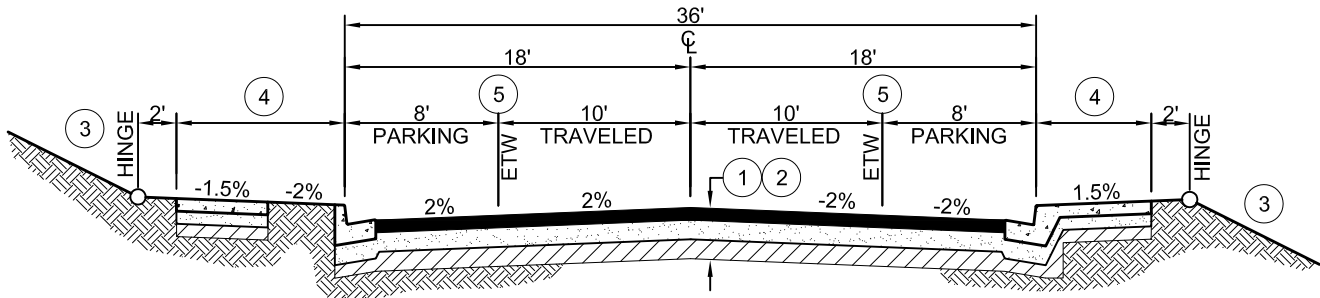
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Revisions

Description	Approved	Date	Description	Approved	Date
NOTE 5	REM	NOV 07	FUTURE ADT		MAY 14
REPLACE AC WITH HMA	GDM	JAN 11			



I: 500 TO 6000 FUTURE ADT-FLAT



II: 500 TO 1500 FUTURE ADT-ROLLING & MOUNTAINOUS

NOTES:

1. THE STRUCTURAL ROAD SECTION SHALL BE DETERMINED AT THE TIME OF CONSTRUCTION BASED ON THE SUBGRADE R-VALUE AND THE TRAFFIC INDEX (TI) AS PROVIDED BY THE DEPARTMENT, AND IN NO CASE SHALL THE ZONE OF COMPACTION BE LESS THAN 2.5-Feet IN THICKNESS. THE ROAD SECTION SHALL BE APPROVED BY THE DEPARTMENT PRIOR TO CONSTRUCTION.
2. TYPICAL SECTION SHALL BE:
 - HOT MIX ASPHALT (HMA) PER THE DESIGN STANDARDS TO 95% RELATIVE COMPACTION, OVER
 - CLASS II AGGREGATE BASE TO 95% RELATIVE COMPACTION, OVER
 - 12" MINIMUM SUBGRADE TO 95% RELATIVE COMPACTION
3. CUT AND FILL SLOPES SHALL NOT EXCEED 2 HORIZONTAL:1 VERTICAL (OR 3h:1v IN NATIVE SAND) WITHOUT PRIOR APPROVAL BY THE DEPARTMENT.
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6. OTHER FACILITIES SUCH AS LANDSCAPING, TRANSIT STOP FACILITIES, PEDESTRIAN, EQUESTRIAN, AND BICYCLE FACILITIES MAY BE REQUIRED BY THE DESIGN STANDARDS.
7. LANDSCAPE, IRRIGATION, AND MAINTENANCE OF MEDIANS AND PARKWAYS SHALL BE ADDRESSED IN THE APPROVED PROJECT PLANS. A LOCAL FUNDING SOURCE MUST BE IDENTIFIED.
8. WHERE APPLICABLE, ALL IMPROVEMENTS SHALL BE CONSISTENT WITH THE RESPECTIVE COMMUNITY DESIGN PLAN AS ADOPTED BY THE BOARD OF SUPERVISORS.
9. A STRIPING AND SIGNAGE PLAN SHALL BE REQUIRED BY THE DEPARTMENT WHEN BIKE LANES, NO PARKING ZONES, SIGNAGE, AND PAVEMENT MARKINGS ARE A REQUIRED COMPONENT OF THE IMPROVEMENTS.

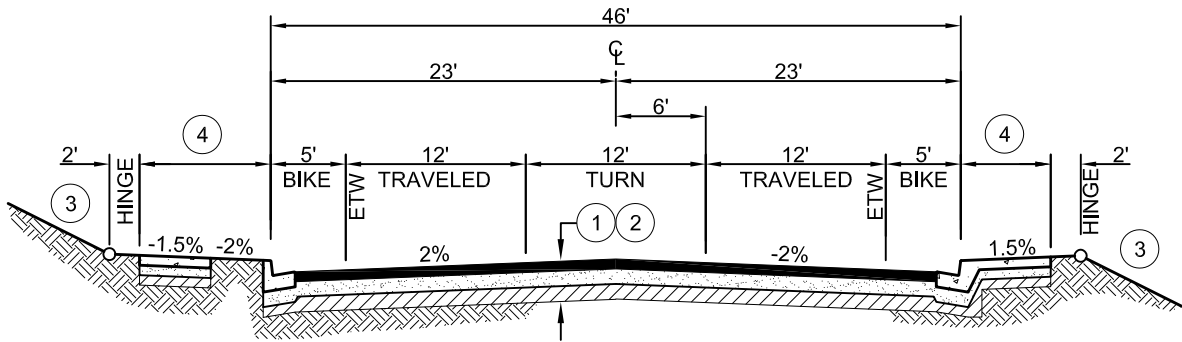


DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION TYPICAL URBAN STREET SECTION 500 TO 6000 FUTURE ADT

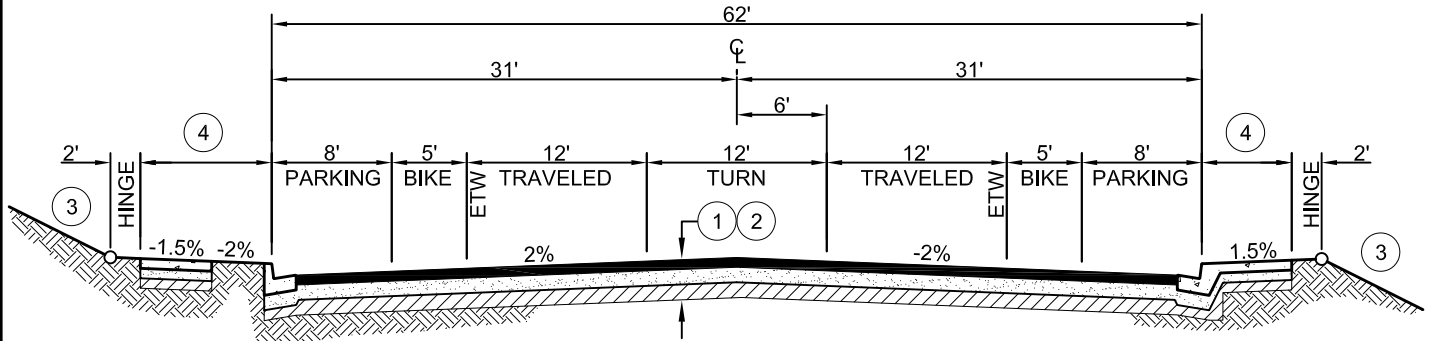
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REPLACE AC WITH HMA, NOTE 3	GDM	JAN 11			
FUTURE ADT		MAY 14			






I: 6001 TO 16000 FUTURE ADT WITHOUT PARKING



II: 6001 TO 16000 FUTURE ADT WITH PARKING

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 -  HOT MIX ASPHALT (HMA) PER THE DESIGN STANDARDS TO 95% RELATIVE COMPACTION, OVER
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 -  12" MINIMUM SUBGRADE TO 95% RELATIVE COMPACTION
3. SUBGRADE AND AGGREGATE BASE COMPACTION REQUIREMENTS SHALL EXTEND TO THE BACK OF CURB OR TO THE BACK OF ATTACHED SIDEWALK (WHICHEVER CONDITION IS APPLICABLE).
4. CUT AND FILL SLOPES SHALL NOT EXCEED 4 HORIZONTAL:1 VERTICAL WITHIN THE PUBLIC ROW WITHOUT PRIOR APPROVAL BY THE DEPARTMENT.
5. ATTACHED OR DETACHED SIDEWALK TYPE AND WIDTH PER STANDARD DRAWING C-4 OR AS REQUIRED BY THE PROJECT CONDITIONS OF APPROVAL OR AREA SPECIFIC PLAN.
6. OTHER FACILITIES SUCH AS LANDSCAPING, TRANSIT STOP FACILITIES, PEDESTRIAN, EQUESTRIAN, AND BICYCLE FACILITIES MAY BE REQUIRED BY THE DESIGN STANDARDS.
7. LANDSCAPE, IRRIGATION, AND MAINTENANCE OF MEDIANS AND PARKWAYS SHALL BE ADDRESSED IN THE APPROVED PROJECT PLANS. A LOCAL FUNDING SOURCE MUST BE IDENTIFIED.
8. WHERE APPLICABLE, ALL IMPROVEMENTS SHALL BE CONSISTENT WITH THE RESPECTIVE COMMUNITY DESIGN PLAN AS ADOPTED BY THE BOARD OF SUPERVISORS.
9. A STRIPING AND SIGNAGE PLAN SHALL BE REQUIRED BY THE DEPARTMENT WHEN BIKE LANES, NO PARKING ZONES, SIGNAGE, AND PAVEMENT MARKINGS ARE A REQUIRED COMPONENT OF THE IMPROVEMENTS.

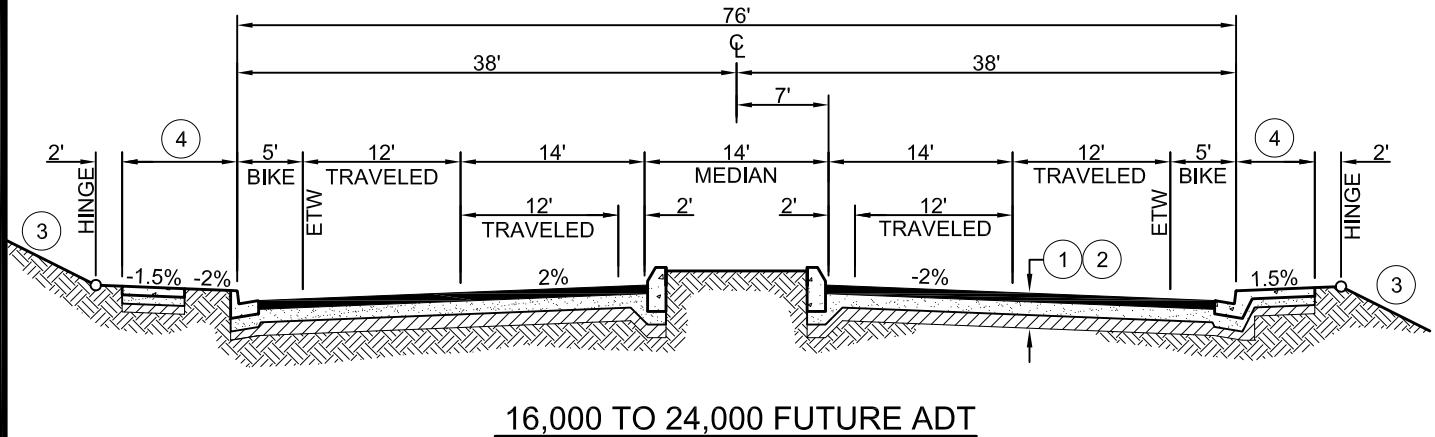


DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION TYPICAL URBAN STREET SECTION 6,001 to 16,000 FUTURE ADT

Scale: NTS	Adopted: 2011
Drawing No: A-2 1600	
Sheet No: 1 OF 1	

Revisions

Description	Approved	Date	Description	Approved	Date
REPLACE AC WITH HMA, NOTE 3	GDM	JAN 11			
DRAWING NUMBER		MAY 14			



NOTES:

1. THE STRUCTURAL ROAD SECTION SHALL BE DETERMINED AT THE TIME OF CONSTRUCTION BASED ON THE SUBGRADE R-VALUE AND THE TRAFFIC INDEX (TI) AS PROVIDED BY THE DEPARTMENT, AND IN NO CASE SHALL THE ZONE OF COMPACTION BE LESS THAN 2.5-FEET IN THICKNESS. THE ROAD SECTION SHALL BE APPROVED BY THE DEPARTMENT PRIOR TO CONSTRUCTION.
2. TYPICAL SECTION SHALL BE:
 - HOT MIX ASPHALT (HMA) PER THE DESIGN STANDARDS TO 95% RELATIVE COMPACTION, OVER
 - CLASS II AGGREGATE BASE TO 95% RELATIVE COMPACTION, OVER
 - 12" MINIMUM SUBGRADE TO 95% RELATIVE COMPACTION
3. CUT AND FILL SLOPES SHALL NOT EXCEED 4 HORIZONTAL:1 VERTICAL WITHIN THE PUBLIC ROW WITHOUT PRIOR APPROVAL BY THE DEPARTMENT.
4. ATTACHED OR DETACHED SIDEWALK TYPE AND WIDTH PER STANDARD DRAWING C-4 OR AS REQUIRED BY THE PROJECT CONDITIONS OF APPROVAL OR AREA SPECIFIC PLAN.
5. WHEN STREET PARKING IS REQUIRED A MINIMUM WIDTH OF 8-Feet SHALL BE PROVIDED.
6. OTHER FACILITIES SUCH AS LANDSCAPING, TRANSIT STOP FACILITIES, PEDESTRIAN, EQUESTRIAN, AND BICYCLE FACILITIES MAY BE REQUIRED BY THE DESIGN STANDARDS.
7. LANDSCAPE, IRRIGATION, AND MAINTENANCE OF MEDIANS AND PARKWAYS SHALL BE ADDRESSED IN THE APPROVED PROJECT PLANS. A LOCAL FUNDING SOURCE MUST BE IDENTIFIED.
8. WHERE APPLICABLE, ALL IMPROVEMENTS SHALL BE CONSISTENT WITH THE RESPECTIVE COMMUNITY DESIGN PLAN AS ADOPTED BY THE BOARD OF SUPERVISORS.
9. A STRIPING AND SIGNAGE PLAN SHALL BE REQUIRED BY THE DEPARTMENT WHEN BIKE LANES, NO PARKING ZONES, SIGNAGE, AND PAVEMENT MARKINGS ARE A REQUIRED COMPONENT OF THE IMPROVEMENTS.

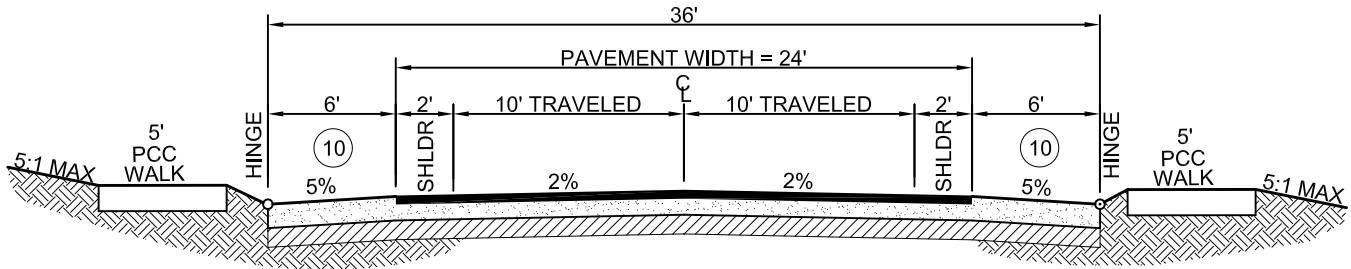


DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION TYPICAL URBAN STREET SECTION 16,000 to 24,000 FUTURE ADT

Scale: NTS	Adopted: 2011
Drawing No: A-2 2400	
Sheet No: 1 OF 1	

Revisions

Description	Approved	Date	Description	Approved	Date
NOTE 7	REM	NOV 07	NOTES 3-10, FIGURE		MAY 14
REPLACE AC WITH HMA, NOTE 4	GDM	JAN 11			



NOTES:

- THE STRUCTURAL ROAD SECTION SHALL BE DETERMINED AT THE TIME OF CONSTRUCTION BASED ON THE SUBGRADE R-VALUE AND THE TRAFFIC INDEX (TI) AS PROVIDED BY THE DEPARTMENT, AND IN NO CASE SHALL THE ZONE OF COMPACTION BE LESS THAN 2.5-FEET IN THICKNESS. THE ROAD SECTION SHALL BE APPROVED BY THE DEPARTMENT PRIOR TO CONSTRUCTION.
- TYPICAL SECTION SHALL BE:
 - HOT MIX ASPHALT (HMA) PER THE DESIGN STANDARDS TO 95% RELATIVE COMPACTION, OVER
 - CLASS II AGGREGATE BASE TO 95% RELATIVE COMPACTION, OVER
 - 12" MINIMUM SUBGRADE TO 95% RELATIVE COMPACTION
 SUBGRADE AND AGGREGATE BASE COMPACTION REQUIREMENTS SHALL EXTEND TO THE BACK OF CURB OR TO THE BACK OF ATTACHED SIDEWALK (WHICHEVER CONDITION IS APPLICABLE).
- CUT AND FILL SLOPES SHALL NOT EXCEED 5 HORIZONTAL:1 VERTICAL (OR 3h:1v IN NATIVE SAND) WITHOUT PRIOR APPROVAL BY THE DEPARTMENT.
- TRAVELED LANE WIDTH MAY BE INCREASED TO 12' ON ROAD SEGMENTS CLASSIFIED AS A COLLECTOR OR AS A CLASS III BIKE ROUTE
- ADDITIONAL WIDTH SHALL BE PROVIDED WHERE TURN AND/OR BICYCLE LANES ARE REQUIRED BY THE DESIGN STANDARDS.
- OTHER FACILITIES SUCH AS LANDSCAPING, TRANSIT STOP FACILITIES, PEDESTRIAN, EQUESTRIAN, AND BICYCLE FACILITIES MAY BE REQUIRED BY THE DESIGN STANDARDS.
- LANDSCAPE, IRRIGATION, AND MAINTENANCE OF MEDIANS AND PARKWAYS SHALL BE ADDRESSED IN THE APPROVED PROJECT PLANS. A LOCAL FUNDING SOURCE MUST BE IDENTIFIED.
- WHERE APPLICABLE, ALL IMPROVEMENTS SHALL BE CONSISTENT WITH THE RESPECTIVE COMMUNITY DESIGN PLAN AS ADOPTED BY THE BOARD OF SUPERVISORS.
- A STRIPING AND SIGNAGE PLAN SHALL BE REQUIRED BY THE DEPARTMENT WHEN BIKE LANES, NO PARKING ZONES, SIGNAGE, AND PAVEMENT MARKINGS ARE A REQUIRED COMPONENT OF THE IMPROVEMENTS.
- ALTERNATIVE: PARKING LANE MAY BE SURFACED WITH TURF OR LANDSCAPE PAVERS WHERE PRIVATE MAINTENANCE SOURCE IS APPROVED BY DEPARTMENT.



DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION
 TYPICAL URBAN STREET SECTION FOR
 RESIDENTIAL AREAS WITHOUT SIDEWALKS
 1001 TO 3000 FUTURE ADT-FLAT & ROLLING

Scale: NTS	Adopted: 2011
Drawing No: A-2R	
Sheet No:	1 OF 1